



REBELS OFFER TO MEDIATE, BUT TOO LATE

A B C Envoys Receive Carranza Emissary Without Giving Him Any Hope.

WILL NOT CHECK THEIR PEACE PLAN

Junta Secretary Carries Request To Be Heard to Niagara Falls.

HUERTA WON'T YIELD, SAYS HIS MINISTER

Has No Intention of Resigning, as Conferrees Expect, Asserts Alcocer.

By GEORGE GRISWOLD HILL.
Niagara Falls, Ont., May 29.—The period of watchful waiting which has now set in at Niagara Falls was interrupted to-day by an eleventh hour attempt of the Constitutionalists to check the remarkably successful progress of the peace conference.

Juan P. Urquidí, secretary of the Constitutionalists' junta in Washington, arrived here with a request from Rafael Zubaran, head of the junta, to be allowed to participate in the mediation conference, a plea which by no means is likely to be granted. There are indications that Urquidí knew this, for in his talks with newspaper men he sought to give it a radically different character.

That the Constitutionalists have failed to enlist the sympathy of the administration in Washington is deduced from the fact that no word regarding the coming of Urquidí was received by the American delegates and that they did not have any interview with him while he was here. After several efforts Urquidí made an appointment with the mediators for 1 o'clock this afternoon. He was then asked the character of his communication and said that it was a protest against the course of the mediators in interfering in the internal affairs of Mexico.

Keeps Mediators Waiting.
The mediators, without indicating whether or not they would receive the communication, told Urquidí to come back at 5 o'clock. They then held an informal conference with the Mexican delegates, and at 4:15 p. m. met the American delegates. At both of these conversations affairs other than the appearance of Urquidí, details of the agreement already reported, were discussed preparatory to the drafting of the final protocol.

The mediators and the American delegates were still in session at 5 o'clock, but Urquidí was at that time holding a telegraphic conversation with Zubaran in Washington. He asked for fifteen minutes' grace, but did not reach the conference chamber until 5:40 o'clock, at which time the American delegates were just coming out.

They did not meet Urquidí, but he was received by the mediators and permitted to leave his communication. Urquidí told the newspaper men that while he could not disclose the text of the communication of which he was the bearer it was a reiteration of the attitude of Carranza that the mediation conference had no right to deal with the internal affairs of Mexico and that the proposal of a constitutional government constituted such interference, a statement which proved to be without foundation.

It is asserted in authoritative quarters that this eleventh hour effort of Carranza to influence the course of the conference will prove futile and will have no bearing whatever on the work of the conferrees.

The fact that Urquidí came here without advice from the Department

SON SAFE AFTER ALL

Colonel McIntyre Gets Life Tidings After Fatal Message.

Colonel McIntyre, of the Salvation Army, was at the big mass meeting of the army at Memorial Hall last night when a messenger boy handed him a yellow telegraph envelope. With trembling fingers he tore open the message. It was from J. McWilliams, telegraph operator at Father Point, and read:

"Deeply regret to report your son Kenneth went down on Empress of Ireland."

The colonel crumpled up in his chair in a state of semi-collapse. "You are wanted on the wire!" some one called to him. He was supported to the telephone, and, picking up the receiver, heard this:

"Hello, dad. That you? This is Kenneth. Yes, I am safe. Jumped overboard when she went down and swam half a mile to shore. I'm in Montreal now. It was terrible. I hate to think of it. I was waked up by a crash and rushed on deck, slipping on trousers and coat. Women were knocked aside by the men. Brutal. Children were trampled to death under foot."

J. P. MORGAN OFFERS TO FACE N. H. QUIZ

No Immunity Asked by Him—Financier's Accounts Probed.

Wall Street heard yesterday that J. P. Morgan has supplemented his offer of all his father's personal accounts and the accounts of the New Haven to the Interstate Commerce Commission by an offer to appear before the commission at any time it may elect and tell all he knows about the New Haven, including his action in "firing" to use Charles S. Mellen's words, the former president of the system.

It is not known whether the offer has been or will be accepted. The offer was unqualified and had no strings on it in the form of demands for immunity. The banker is willing, according to Wall Street, to waive all formality in the matter and so far as the commission may wish extend his aid.

The offer was made early in the week, when Joseph W. Folk, solicitor to the commission, came here to arrange for the examination of the New Haven accounts and the question of placing Mr. Morgan on the stand as one of the matters discussed with Samuel Untermyer when that lawyer saw Mr. Folk.

The present head of the Morgan house was a director of the New Haven for a few months, but he had an intimate knowledge of what was going on before he went on the board, and if placed upon the stand is expected to controvert much of the testimony given by Mellen.

The examiners whom the Interstate Commerce Commission sent here to look over the Morgan New Haven accounts were hard at work yesterday, and making what they termed "satisfactory progress." It is unlikely that they will be able to make more than a report of progress by Wednesday, when the sessions of the commission are scheduled to resume. Because of this, and the fact that Folk has a mass of matter from the archives of the New Haven road that has not yet been examined carefully, it is probable that the hearings will be postponed.

MRS. CARTER HAS DIVORCE

Titanic Survivor Gets Freedom after Secret Hearing.

Philadelphia, May 29.—A divorce is recommended for Mrs. Lucile Polk Carter from William E. Carter in a report filed to-day by the master appointed to hear evidence in the case. The findings were approved by the court. The findings were approved by the court.

Mrs. Carter is well known in Philadelphia, Baltimore and New York society. She and her husband and their two children are survivors of the Titanic disaster. They escaped in the same boat with J. Bruce Ismay, managing director of the White Star Line.

The records of the proceedings were kept secret.

GERMANIA IN PORT; FIRE OUT; ALL SAFE

Flames Extinguished at Sea and Crippled Liner Towed Into Horta.

A report that the Fabre liner Germania, which sailed from this city for Mediterranean ports, on May 22, was afire off the Azores Islands was received here yesterday, and caused considerable anxiety until a cable message from Fayal was received stating that the fire had been extinguished and the Germania was entering the port of Horta.

Of the 231 passengers on the vessel 29 were in the first cabin, and many of them came from this city or vicinity. There was a fire in the forward hold of the ship, it was learned, but it was extinguished.

The steamer Ancona, of the Royal Italian Mail Line, had the Germania in tow when the latter was taken into port. At the local office of the steamship company, 17 State St., it was said that probably the gases from the fire penetrated the engine room and made it impossible for the force to work there. A wireless from the Germania was picked up by the Ancona when the fire was first discovered.

954 DROWNED IN STEAMSHIP CRASH; EMPRESS OF IRELAND SINKS IN FOG; GOES TO BOTTOM IN FIFTEEN MINUTES

THE EMPRESS OF IRELAND, CAPTAIN KENDALL AND SCENE OF DISASTER.



"I SAVED MYSELF," SAYS LITTLE GIRL

Gracie Hanagan, Aged 8, Shows Pluck When Flung Overboard.

Quebec, May 29.—Only two children are known to have been saved from the wreck. A wonderful rescue was one of these. Gracie Hanagan, eight years old, daughter of the leader of the Salvation Army band. Her father and mother were both drowned. Gracie was not told of her loss and believed to-night that her father and mother would come to Quebec on the next boat.

When asked how she was saved Gracie replied: "Oh, I saved myself." The little child was entirely undismayed, apparently not realizing what she had been through. She was thrown from the Empress and sank, but rose to the surface in a moment, saw a piece of wreckage near her and seized it. She was pulled into a lifeboat bunched to exhaustion, but kindly hands revived her and she soon was entirely restored.

Major Attwell, of Toronto, and his wife were among the saved. "I got a lifebelt for my wife," said Major Attwell, "and we both jumped into the water together when we saw that the vessel was doomed to go down. We both sank three times, being carried under by the suction. When we came up the third time I saw a lifeboat near and swam to it, pulling my wife after me. Then those in the boat pulled us in."

"The impact was just sufficient to waken us. It sounded as if our boat had struck a rock. It was very slight, and I was surprised when I came afterward to realize the awful consequences of the crash. When we got on the deck there were very few persons to be seen—so few that they were hardly noticeable."

"The reason for this is that when the boat had listed to one side the stairs from the sleeping apartments up to the boat decks were very difficult, almost impossible to mount. I did not see the hole in the side of the ship as I rushed for the stairs, but I did see the water pouring in in such volume that I threatened to drown us before we could mount."

K. A. McIntyre was in the second cabin with most of the other Salvation Army passengers. He told a vivid story of his own experience and of what he saw as he swam to safety. "Virtually every leading officer of the Salvation Army in Canada," he said, "is gone. Commissioner Rees and his wife and children went down and only three of this family survive. And out of our Salvation party of 150 on board fewer than twenty were rescued."

"I was on the upper deck and so had a better chance to get to safety than those in the lower decks. The water came in through the portholes of the lower decks before the passengers there realized their danger, or that there was danger at all."

"I was aroused from my sleep by the impact and awakened the others in my cabin. I could hear plainly the rush

LOST AND SAVED	
	Survivors.
First class	29
Second class	29
Third class	101
Crew	237
Survivors not yet classified	37
Total survivors	433
Total lost	954
Total aboard at sailing	1,387

of water, and I felt sure something serious had happened. I also heard the machinery of the boat running. It did not stop at once, but continued until the explosion occurred.

"Grabbing a life preserver, I went out on deck. There were no lifebelts there, and quite a number of people were standing about, apparently undecided what to do. I gave my belt to Mrs. Ford, of our party, tying it on her myself."

"My three comrades went to the bottom. I swam in the direction of the vessel that ran us down and was pulled into a lifeboat. I saw the collier standing not far from where the Empress foundered. She was all lighted up."

"When I was taken on board I saw many men rescued practically unclothed. I was almost in a state of nakedness myself, and the rest of those on board were shivering and in a bad state from the icy water and the chilly morning air. Soon, however, we were attended to and made warm and comfortable."

"As I swam through the icy waters I heard the dull explosion caused by the water reaching the engines of the sinking ship. It was followed by a burst of steam that spread to all parts of the vessel. Then came a quick listing of the liner and she turned over."

MEN FEAR SHIP; WON'T SAIL

Delegates from Oceana's Crew Demand Immediate Survey.

Declaring they believed their ship unseaworthy and refusing to sail in her when she departs to-day for Calcutta, unless a survey were made at once, a deputation of the crew of the Glasgow freighter Oceana waited on Captain Charles S. Newton yesterday. The Oceana is tied up at Pier 2 of the American docks, at Stapleton, Staten Island. On March 26 she left Calcutta and arrived here several days ago, after stopping at Boston to discharge cargo. Nothing happened on the voyage, according to the crew, but they believe that a thorough examination of the ship should be made.

In what respect the Oceana is weak could not be learned. The men's action was reported to the ship's agents, Houlder, Weir & Boyd, of this city, and action of some sort will be taken to-day.

SHIP'S SURGEON TELLS OF CRASH

Dr. James F. Grant, Praised as Hero, Describes the Collision.

Quebec, May 29.—Special praise is given to the work of Dr. James F. Grant, of Victoria, B. C., ship's surgeon on the Empress. To his coolness was credited the saving of a large number of persons taken out of the water who probably would have perished had they not received prompt medical attention. A graphic description of the scene on board the Empress of Ireland after the collision was given by Dr. Grant.

"I was in my cabin," said the surgeon, "and knew nothing of the accident until the boat listed so badly that I tumbled out of my berth. Then I rolled under it. I tried to turn on the light. There was no power. I reached the bolted door, but the list was so great that it took me some time to open it. Finally I got out and reached the passageway. It was so steep, due to the way the ship was canted, that my efforts to climb up were rendered impossible by the carpet to which I was clinging breaking away."

"Then I scrambled up and managed to get my head through a porthole, but I was unable to get my shoulders through. At that time the ship was lying almost flat in the water on her starboard side. A passenger was standing on the outside of the ship and managed to pull me through the porthole."

"About a hundred passengers were standing on the side of the ship at the time. A moment after I had joined them the vessel took another list and plunged to the bottom."

"Next found myself in the water and swam toward the lights of the Storstad. When nearly exhausted from the struggle and exposure I was picked up by a lifeboat. This boat went on to the scene of the disaster, and picked up a load of survivors from the water and then took them on board the Storstad. There we were wrapped in blankets and I was provided with the clothing which I now wear. When able I did what I could to help the survivors. Some of them, however, were in such an exhausted condition that they died."

"Mr. Steede lost his life when these boats catapulted their way through the crowd."

He was picked up by one of the boats of this ship, and on his return to the scene aided in rescue work. Then he boarded the Storstad, and out of the confusion that made the grimy collier a place of horror brought a semblance of order that meant much. Women died as they reached the deck, and he took charge of the bodies and ordered where they should be laid.

Down in the engine room men—fingers for the most part—were shrieking and screaming in an ecstasy of terror that had not yet left them. Women were there trying to warm their chilled bodies and dry their draggled clothing. He quieted the riot of noise. All over

Canadian Pacific Liner, Struck by Collier in St. Lawrence River at Daybreak—Laurence Irving Among the Missing.

MANY SURVIVORS TELL THE STORY

Blow Cleaves Ship Almost in Twain and Boiler Explosion Ends All—433 Saved, Mostly from Second Cabin and Crew—S. O. S. Brings Vessels Too Late.

Rimouski, May 29.—Of a total of 1,387 persons on board the Canadian Pacific liner Empress of Ireland when she sailed yesterday from Quebec for Liverpool, 954 were lost when the liner was rammed by the Danish collier Storstad and sank off Father Point, in the St. Lawrence River, before daylight to-day, according to revised figures late to-night. Only 433 are known to have been saved. Of the 87 first cabin passengers, the late figures show 29 to have been saved. Of the 153 in the second cabin 29 were rescued. Of the 715 third class passengers there are 101 survivors, while 237 of the crew of 432 were brought ashore.

These figures account for the 396 survivors landed here and taken by train to Quebec, where they arrived to-night. There remained here 37 rescued persons, unclassified, completing the total of 433 known survivors.

Looming up through the river mists, as the Empress of Ireland was lying to, waiting for the fog to lift or day to break, the Danish collier Storstad crashed bow on into the side of the big Canadian liner, striking her about midway of her length and ripping and tearing her side open clear to the stern.

The crash occurred not far from the shore off Father Point, 150 miles from Quebec, which the Empress of Ireland left yesterday afternoon bound for Liverpool, and ten miles from this point on the St. Lawrence. In reality, therefore, although the liner was heading for sea and the collier coming in from it, the disaster was not one of the ocean, but of the river. Unlike the case of the Titanic, the victims of the Empress of Ireland disaster lost their lives within sight of shore—in landlocked waters.

"S O S" CALL BRINGS RESCUING BOATS.

Immediately the ship's crew recovered from the shock of the collision, it was seen that the liner had received a vital blow, and a wireless "S O S" call was sounded. The hurried appeal was picked up by the government mail tender Lady Evelyn here and the government pilot boat Eureka, at Father Point, and both at once set out to the rescue. So deep was the hurt of the Empress, however, and so fast the inrush of waters that long before either of the rescue boats could reach the scene the liner had gone down.

Only floating wreckage and a few lifeboats and rafts from the steamer, buoying up less than a third of those who had set sail on her, were to be found. The rest had sunk with the steamer, had been crushed to death in the Storstad's impact with her, or had been forced from exhaustion and exposure in the ice-chilled northern waters to loose their hold on bits of wreckage that had supported them and had drowned.

Only a few persons were picked up by the Storstad, which was herself badly crippled by the collision, and these were brought here by the collier, together with those saved by the Eureka and the Lady Evelyn. Twenty-two of the rescued died from injury or exposure. The others, most of whom had jumped in the boats or plunged into the water from the sinking liner, scantily clad, were freely given such clothing as the women could supply, and later those that were able to travel were placed on board a train and started for Quebec, where they arrived to-night.

FEW WOMEN AMONG SAVED.

Accounts agree that in the brief space of time—not more than fourteen minutes—between the shock of the collision and the sinking of the liner there was little chance for a systematic marshalling of the passengers. Indeed, everything indicates that hundreds of those on the steamer probably never reached the decks. Very few women were among the saved.

"It all happened so quickly that we did not really know what was going on, and nobody had time to cry 'Women first!'" one of passengers told Captain Bellingier, of the rescue boat Eureka.

"The stewards did not have time to rouse the people from their berths," the survivor added. "Those who heard the frenzied calls of the officers for the passengers to hurry on deck lost no time in obeying them, rushing up from their cabins in scanty attire. They piled into the boats, which were rapidly lowered and were rowed away. Many who waited to dress were drowned."

EXPLOSION CATAPULTS MEN FROM DECKS INTO SEA

The horror of the interval during which the Empress was rapidly filling, and the frightened throngs on board were making every effort to escape before she sank, was added to by an explosion which quickly followed the ripping and tearing given the liner by the Storstad's bow. According to one of the rescued, the explosion, probably caused by the water reaching the boilers, bulged the liner's sides and catapulted people from her decks out into the sea.

The ship's heavy list as the water poured in weighted her on the side she was struck, made the work of the launching the boats increasingly difficult from moment to moment, and when she finally took her plunge to the bottom scores still left on her decks were carried down, only a few being able to

This Morning's News.

954 Lost with Empress of Ireland.....	1
THE MEXICAN SITUATION.....	1
Rebels Offer to Mediate Now.....	1
Huerta's Own Men Against Him.....	4
Anarchy When U. S. Army Departs.....	4
By Davis.....	4
Villa Traps Fleeing Federalists.....	4
LOCAL.....	
Morgan Offers to Face Quiz.....	1
Republicans Bar Fusion with Moose.....	5
Karluk Crew Safe; Ship Sunk.....	5
U. P. "Melon" Only Hind, Is Charge.....	6
Secession Falls to Worry Artists.....	6
Arrest Brokers in Raid.....	18
Federal Blame for Subway Delay.....	18
Becker in Death Cell Again.....	18
769 Veterans to Parade.....	18
GENERAL.....	
Brandies Attacks E. & O. Deal.....	5
Presbyterian Assembly Closes.....	9
MISCELLANEOUS.....	
Army and Navy.....	5
Woman's Varied Interests.....	7
Editorial.....	8
Society.....	9
Obituary.....	9
Literary.....	10
Religious.....	11
Estate Appraisals, Wills Filed.....	11
Sports.....	12 and 13
Financial and Markets.....	14 and 15
Real Estate.....	16
Court Calendars, Police, Fire Dept.....	17
Weather.....	17
Shipping.....	17